

output. The *Noise Study Report* has been available at all the distribution centers noted in the preface of the FEIS.

Increased Air Pollution, Health Effects, and Air Toxics

Comment: MDOT must study health effects. The no-build alternative has lower CO values than the build alternative. Increased travel speed actually increases CO and VOC emissions. The FEIS is almost silent on the increase in toxic pollutants. TRU requests that the I-75 project expressly address induced travel demand in the regional planning process.

Response: Air quality discussions were held with regulatory agencies and language was coordinated and agreed upon for content in the FEIS. The air quality standards set for mobile sources by the U.S. E.P.A. are based on many health risk studies. The studies are based on the at-risk population (asthmatics, children, and elderly). The air quality analysis performed for the I-75 Project indicates that it will not violate the applicable standards. The project also was found to conform to the State Implementation Plan for air quality by SEMCOG. Further information on air quality is contained in FEIS Section 4.7. There are no air quality standards for air toxics and it is not a requirement of air quality analysis for environmental documentation.

Public Comment

Comment: The project has been unresponsive to public comment received. A number of promises made at the Scoping Meeting of August 29, 2002, were not kept related to: air toxics, population shifts, environmental justice, economic impacts of the HOV lanes, and effects of diesel exhaust on special groups.

Response: The notes from the Scoping Meeting include:

- Air toxics would be addressed consistent with U.S. E.P.A. information. U.S. E.P.A. has accepted the FEIS.
- Population shifts were addressed in the *Indirect and Cumulative Impact Analysis Technical Report* and summarized in Section 4.18 of the FEIS.
- Environmental justice is addressed in Section 4.3 of the FEIS. As noted, the HOV lanes will offer further travel options for those with no vehicle of their own due to increased ridesharing and potential transit use of HOV.
- Regarding economic impacts of the HOV lanes, the HOV lanes are supported by Automation Alley, Oakland County, and others, as they recognize the need to provide alternative means of travel to the workers in Oakland County. The analysis of the economic impacts related to enforcement will occur when the project moves closer to implementation.
- U.S. E.P.A. did note a concern for the effects of diesel on special groups, however, continued discussion among agencies indicates that no health risk assessments will be performed.

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Date

James Steele
For the Federal Highway Administration